

MAG MANAGEMENT COMMITTEE MEETING

February 10, 1999

MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Frank Fairbanks, Phoenix, Chairman	Mesa: Mike Hutchinson for Charles Luster
Avondale: Ruben Duran for Carlos Palma	Paradise Valley: Tom Martinsen
Buckeye: Joe Blanton	Peoria: Meredith Flinn for Terry Ellis
*Carefree: Jon Pearson	Queen Creek: Scott Rigby for Cynthia Seelhammer
*Cave Creek: Kerry Dudek	Salt River Pima-Maricopa Indian Community:
Chandler: Pat McDermott for Lloyd Harrell	David Easchief
*El Mirage: Maggie Reese	Scottsdale: Roger Klingler for Dick Bowers
Fountain Hills: Paul Nordin	Surprise: Mike Branham for Dick McComb
Gila Bend: Carl Stephani	Tempe: Gary Brown
Gila River Indian Community: Urban Giff	Tolleson: Ralph Velez
Gilbert: Kent Cooper	Wickenburg: Fred Carpenter
Glendale: Martin Vanacour	*Youngtown: Lloyce Robinson
Goodyear: Stephen Cleveland	ADOT: Mary Peters
*Guadalupe: Luis Gonzales	Maricopa County: Tom Buick for David Smith
Litchfield Park: Robert Musselwhite	RPTA: Ken Driggs*

Those members neither present nor represented by proxy.

OTHERS PRESENT

Kevin Adam, Mesa	Terry Johnson, MAG
Eric Anderson, MAG	Debbie Kohn, Avondale
Dianne Barker, Citizen	Patrice Kraus, Chandler
Lindy Bauer, MAG	Neal Manske, Phoenix
James M. Bourey, MAG	Jeff Martin, Mesa
Peggy Carpenter, Scottsdale	Teri McCaulou, Westland Resources
Margot Cordova, MAG	Reyes Medrano, Tolleson
Jim Creedon, Landry & Associates	Norris Nordvold, Phoenix
Blue Crowley, Citizen	Chuck Pedri, CH2M Hill
Valerie Day, MAG	Chris Plumb, MCDOT
Drenan Dudley, MAG	Art Rullo, MAG
Chuck Eaton, ADOT	Tami Ryall, Gilbert
John Farry, MAG	Tom Schmitt, ADOT
Brad Finke, CH2M Hill	Audrey Skidmore, MAG
Clinton Garrett, House of Representatives	Dennis Smith, MAG
Madeline Goddard, Phoenix	Kelly Taft, MAG
Barbara Goldberg, Steptoe & Johnson	Lisa Takata, Phoenix
Jaime Green, Phoenix	Gordon Tyus, MAG
Javier Guana, ADOT	Chris Voigt, MAG
Dale Hardy, Phoenix	Rita Walton, MAG
Bill Hayden, ADOT	Paul Ward, MAG
Phil Hubbard, Peoria	Shauna Warner, Tempe
Jim Huling, Tempe	

1. Call to Order

The meeting was called to order by Chairman Frank Fairbanks, Phoenix, at 12:00 p.m.

Chairman Fairbanks introduced proxies Ruben Duran for Carlos Palma from Avondale, Pat McDermott for Lloyd Harrell from Chandler, Tom Buick for David Smith from Maricopa County, Mike Hutchinson for Charles Luster from Mesa, Meredith Flinn for Terry Ellis from Peoria, Scott Rigby for Cynthia Seelhammer from Queen Creek, Roger Klingler for Dick Bowers from Scottsdale, and Mike Branham for Dick McComb from Surprise.

2. Approval of the January 13, 1999 Meeting Minutes

Ken Driggs moved, Martin Vanacour seconded, and it was unanimously carried to approve the minutes of the January 13, 1999 Management Committee meeting.

Chairman Fairbanks announced that for agenda item #11B, ADOT Tentative Life Cycle Program for Regional Freeway Program, a draft of the Tentative Life Cycle Program is at each place.

3. Call to the Audience

Chairman Fairbanks noted that we have a timer to assist the public with their presentations, which have a three minute time limit. When two minutes have elapsed, the yellow light will come on notifying the speaker that they have one minute to sum up. He said that at the end of the three minute time period, the red light will come on. Members of the audience who wish to speak fill out a card and give it to the MAG staff who will bring it to the Chairman.

Chairman Fairbanks stated that public comment is provided at the beginning of the meeting for non-agenda items. He indicated that for the action items on the agenda, public comment will be taken when the item is heard. Public comments are limited to three minutes.

Chairman Fairbanks recognized public comment from Dianne Barker. Ms. Barker stated that the TRC has staff recommendations up to \$14 million programmed for 1999 rail studies. She said funding would be taken from buses to give to rail. Ms. Barker stated there is no local funding committed for rail. She said that CTOC recommended that RPTA needs to fix buses before committing to rail. Ms. Barker commented that government needs to do what is good for the public, not what is good for government. Ms. Barker stated that the Move-It committee and the House recommended a tax credit for employers whose employees use the buses. She commented that the user should get credit for giving to our community. Chairman Fairbanks thanked Ms. Barker for her comments.

4. Executive Director's Report

James M. Bourey stated that forums are being organized to involve the cities, MAG staff, and RPTA staff in the Year 2000 issue.

Mr. Bourey indicated that HB 2181 proposes to reassign the regional transportation planning to ADOT and establish an urban planning division. He commented that this federally-mandated function cannot be reassigned. Mr. Bourey stated that it is important to support SB 1271, which

proposes financing for completion of projects. He stated that additional information on this bill would be provided later.

Mr. Bourey stated that the Supreme Court disallowed statistical sampling for Census 2000. He remarked that he will be testifying at the House subcommittee on February 12, 1999 in Washington, DC. Mr. Bourey stated the Census Advisory Committee's report will be finalized next week.

Mr. Bourey stated that the Conformity Analysis PM-10 and CO plans will be distributed to the Management Committee for action at the June 9, 1999 meeting.

Mr. Bourey stated that the Desert Peaks awards nominations are due by the end of March. He encouraged members to consider nominations for worthy projects.

Mr. Bourey stated that legislation of TEA-21 granted us additional transportation funding. He indicated that the revenue from gas taxes nationwide is up \$1.5 billion over the FY 1999 estimate. Mr. Bourey commented that MAG could receive additional funding next year.

Chairman Fairbanks thanked Mr. Bourey for his report and asked if there were any questions or comments.

5. Approval of the Consent Agenda

Chairman Fairbanks recognized public comment from Dianne Barker on agenda item #6, Consultation on Processes for the 1999 Conformity Analysis. Ms. Barker stated that she supports Air Quality Conformity. She commented that citizens prevented seven old, non-conforming diesel buses from being put into service in Mesa, Tempe, and Chandler. Chairman Fairbanks thanked Ms. Barker for her comments.

Chairman Fairbanks recognized public comment from Blue Crowley on agenda item #6, Consultation on Processes for the 1999 Conformity Analysis. Mr. Crowley stated that he concurs with Ms. Barker's comments. He said that pedestrian and bicycle options are not being considered and the job is not being done. Mr. Crowley mentioned that construction on HOV lanes on I-17 from Thomas to Indian School should be combined with construction of a bike tunnel. He commented that the bus book should mention bus routes for spring training sites. Chairman Fairbanks thanked Mr. Crowley for his comments.

Roger Klingler moved, Ralph Velez seconded, and it was unanimously carried to recommend approval of the consent agenda items #6, #7, #8, and #9.

6. Consultation on Processes for the 1999 Conformity Analysis

Federal and state conformity regulations require that MAG consult with federal, state and local air quality and transportation agencies on processes proposed for the conformity analysis on the transportation program and plan. These processes include the selection of modeling methods, the identification of exempt projects, ensuring the expeditious implementation of transportation control measures, and the identification of projects which require PM₁₀ hotspot analysis. MAG is therefore distributing for comment the proposed processes to be applied in the upcoming conformity analysis of the MAG Fiscal Year 2000-2004 Transportation Improvement Program (TIP) and the MAG Long

Range Transportation Plan Summary and 1999 Update (LRTP). Comments are due February 24, 1999.

7. Small Plant Review and Approval Process for the Proposed Wickenburg School District Wetland

The Management Committee recommended, by consent, to approve the proposed Wickenburg School District Wetland as part of the MAG 208 Water Quality Management Plan. Maricopa County has requested that MAG review the proposed wastewater treatment facility for the Wickenburg School District through the Small Plant Review and Approval Process of the MAG 208 Water Quality Management Plan. The Small Plant Process is designed to allow new wastewater reclamation plants which are two million gallons per day or less in capacity to be reviewed and approved as part of the 208 Plan. The capacity of the proposed constructed wetlands is 0.0166 million gallons per day (mgd). The facility is within three miles of the Town of Wickenburg and the Town has indicated that they do not object to the proposed facility. However, the Town indicated that if the property is annexed into the corporate limits, the Wickenburg Unified High School District would be responsible for any cost to connect the school to the Town sewer system should the wetland treatment method fail or otherwise be problematic. On January 19, 1999, the Water Quality Advisory Committee unanimously recommended approval of the proposed Wickenburg School District Wetland as part of the MAG 208 Water Quality Management Plan.

8. Draft MAG 208 Water Quality Management Plan Amendment for the City of Phoenix Cave Creek Water Reclamation Facility

The Management Committee recommended, by consent, to approve the Draft MAG 208 Water Quality Management Plan Amendment for the City of Phoenix Cave Creek Water Reclamation Plant. The City of Phoenix has requested that MAG amend the 208 Water Quality Management Plan to include an expansion of the existing Cave Creek Water Reclamation Plant and a discharge from the facility to a tributary wash of Cave Creek. The proposed expansion is for an ultimate capacity of 32 million gallons per day at build out (2015). Treated wastewater will be disposed of through reuse for turf irrigation and discharged to the Cave Butte Dam Flood Pool via a tributary wash of Cave Creek.

Property of the Flood Control District of Maricopa County is immediately downstream of the proposed pipeline outfall and several issues will require resolution by the City of Phoenix. At this time, the District has no objection to the conceptual design of the pipeline discharge. On January 6, 1999, the Water Quality Advisory Committee conducted a public hearing on the Draft 208 Plan Amendment. There were no public comments provided on this facility. On January 19, 1999, the MAG Water Quality Advisory Committee unanimously recommended approval of the facility.

9. Financial Management Software Selection

The Management Committee recommended, by consent, selecting the financial management software Protrax, through CreativeWare Inc., for an amount not to exceed \$35,000. In May 1998, the Regional Council approved the FY 1999 Unified Planning Work Program which included acquiring and implementing a financial management software package at an estimated cost of \$35,000. Over the past six months, the MAG staff has conducted a search and reviewed several financial management software packages. The process involved a survey of 32 councils of governments and a Request For Information (RFI) to 53 software vendors. In addition, feedback was received from more than 60 council of governments finance directors on the software used by these agencies. Two separate Requests For Proposals (RFP) were issued. A software review committee consisting of

representatives of MAG staff, and representatives of the Pima Association of Governments and the Regional Public Transportation Authority participated in evaluating the vendor demonstrations. MAG is recommending the purchase of Protrax software, developed by Axium Corporation, through CreativeWare Inc., for an amount not to exceed \$35,000.

10. Valley Vision 2025 Update

Mr. Bourey stated that the nine subcommittees are continuing their efforts on completion of their first draft reports, due on March 31, 1999. Mr. Bourey said the next committee meeting is scheduled for March 3, 1999. He remarked that a strategic planning meeting is scheduled for the following week to work on some process redesign. Chairman Fairbanks thanked Mr. Bourey for his report and asked if there were any questions.

11A. Requested Changes to the 1999 MAG Regional Freeway Program

Eric Anderson stated that ADOT has requested six changes to the FY 1999 MAG Regional Freeway Program. He said these changes are related to the annual update of costs for the freeway program. Updated costs for the remainder of the program are provided in the ADOT Tentative Life Cycle Program and Long Range Plan for the MAG Regional Freeway Program. Mr. Anderson indicated that the first two requests are for Aqua Fria Corridor projects. The construction costs for the Encanto Boulevard to Camelback section have been increased by \$2.468 million to incorporate unit cost changes and added drainage improvements. The second request is to create a Utility Construction project for the same segment to provide \$6.82 million to ensure that SRP water delivery systems function. Mr. Anderson noted that the next two projects are in the Santan Corridor and involve the construction of the necessary drainage systems and the relocation of utilities. The cost change to the program is \$2.721 million and \$4 million, respectively. Mr. Anderson stated that the fifth request is for additional \$1 million of funding for utility construction in the Pima Corridor. The last request is to increase the funds for design change orders by \$750,000 to a total of \$3.25 million. According to ADOT, the added money is needed due to additional environmental documentation and roadway design. He mentioned that the funds for change orders come from a pool of money that ADOT sets aside for changes in projects as they come along. All of the requested changes have been incorporated in the cash flow analysis for the MAG Regional Freeway Program. Chairman Fairbanks thanked Mr. Anderson for his report.

Chairman Fairbanks recognized public comment from Blue Crowley, who stated that public comment he gave at a CTOC meeting was not mentioned in the information sent with the agenda. He commented that an alternate alignment of 99th Avenue instead of 91st Avenue on the 101 has not been considered. He remarked that moving the alignment benefits the West Valley. Chairman Fairbanks thanked Mr. Crowley for his comments.

Bob Musselwhite moved, Pat McDermott seconded, and it was unanimously carried to recommend approval of the requested changes to the 1999 MAG Regional Freeway Program.

11B. ADOT Tentative Life Cycle Program for Regional Freeway Program

Eric Anderson stated that each year, the Arizona Department of Transportation prepares the Tentative Life Cycle Program for the MAG Freeway Program and releases it for public review and comment. The Program provides the detailed plan for the design and construction of the MAG Freeway Plan for the period 2000 through 2006 given available resources. In addition, ADOT prepares the Long Range Plan which includes MAG Regional Freeway Projects after 2006. Mr. Anderson stated that ADOT and MAG staff had been working on the Program up until the day prior to the Management Committee meeting. He remarked that construction costs have increased substantially and intensive work on a financing plan delayed production of the Life Cycle Program document. Mr. Anderson commented that the Program can be delivered with the current completion dates. He stated work is continuing on the plan to complete the freeway program by 2007. Chairman Fairbanks thanked Mr. Anderson for his report and asked if there were any questions.

Roger Klingler asked how the accelerated plan will be communicated. Mr. Anderson stated that the accelerated plan in draft form will replace the current document. Mr. Klingler asked if we would need to adopt the plan after revision. Mary Peters replied that this would be an amended plan. She stated that adoption of the plan goes to the State Transportation Board on February 19, 1999 for public comment. Ms. Peters stated that the ability to accelerate the program is predicated on financing.

Stephen Cleveland asked if the project comments received at the West Valley forum on February 2, 1999 are included in this draft plan. Mr. Bourey replied that this draft plan applies to the freeway system and the projects discussed at the forum will be addressed in the next agenda item. Chairman Fairbanks asked if there were any further questions.

Stephen Cleveland moved, Paul Nordin seconded, and it was unanimously carried to recommend acceptance of the ADOT 2000-2006 Tentative Life Cycle Program and Long Range Plan for the MAG Freeway System for public review and comment.

12. Regional Transportation Programming Update

Mr. Bourey stated that staff has worked in cooperation with the ADOT staff to develop projects for the TIP plus three years beyond, including acceleration of completion of the freeway program by 2007 and Grand Avenue intersection improvements from I-17 to the 101. He remarked that a number of meetings with the cities have been held to obtain input. Mr. Bourey stated the program requires significant financing.

Mr. Anderson stated that a comprehensive cash flow analysis is being performed and certified figures were received the day prior to the Management Committee meeting. He noted that the plan is 75 percent complete, but it is a complex task, and it would be premature to present the plan today. Mr. Anderson stated that MAG staff has been working intensively with ADOT and we are close to completion of the plan. Chairman Fairbanks thanked Mr. Bourey and Mr. Anderson and asked if there were any questions.

Mike Branham asked for clarification on status of the Grand Avenue, 101 to Wickenburg. Mr. Bourey stated a study will be done to evaluate needs of the route. The actual project will be defined from this study.

Carl Stephani stated that the widening to four lanes of SR 85 to I-10 is underfunded and 10 years for completion is too far out in the program. Mr. Stephani stated that many drivers use the route as a bypass around the Phoenix metropolitan area and this has generated increased traffic. He expressed concern that this route is a critical safety issue for citizens who drive on it. Mr. Stephani remarked that there is one fatality per month on SR 85. He requested more consideration be given to resolving this situation.

Chairman Fairbanks thanked Mr. Stephani for his comments and stated that it is important to increase awareness of the situation and to examine it further.

Mr. Cleveland expressed appreciation that improvements to Loop 303 from I-10 to Grand Avenue have been included in the program.

Gary Brown asked what will be the result if the legislation for transportation financing does not pass. Ms. Peters stated that legislators are concerned with the general fund money. She stated that alternative financing options are available. Ms. Peters stated that the bill has to clear three committees by next week, and it is difficult to get a bill through that quickly. Ms. Peters suggested that member agencies contact the Senate Transportation Committee and express their support and concerns. Mr. Bourey replied that we will continue to keep the Committee informed.

Chairman Fairbanks thanked Mary Peters and ADOT for their leadership and compromise. He congratulated the cities for working together cooperatively and, in supporting each other, have accomplished a lot.

13. City of Phoenix Proposal to Accelerate the West Half of the Traffic Interchange at the Junction of I-10, Santan and South Mountain Corridors

Eric Anderson clarified that the City of Phoenix proposes to advance the completion of the west half of the ramps, not the entire interchange, at the Junction of I-10, Santan and South Mountain Corridors to June 2001. This project is scheduled to be completed in December of 2005 under the current program. The proposed plan to complete the MAG Regional Freeway System by 2007 shows that the project would be completed by December of 2004. Under this proposal, Phoenix would lend the Program the necessary funds to advance right of way, design and construction to meet the June 2001 completion date. Mr. Anderson stated the total for the project has been revised to \$65 million from \$63.5 million, including design, right of way, and construction.

Mr. McDermott asked if this project would allow full turning movement. Mr. Anderson replied that it would provide for the eastbound to northbound and the southbound to westbound movement. Chairman Fairbanks asked if there were any additional questions.

Mike Hutchinson moved, Gary Brown seconded, and it was unanimously carried to recommend approval of the Phoenix proposal to advance the completion of the west half of the ramps of the Traffic Interchange at the Junction of I-10, Santan and South Mountain Corridors to June 2001 contingent upon a finding of conformity.

14. City of Mesa Proposal to Accelerate the Gilbert Road to Higley Road Segment of the Red Mountain Freeway

Eric Anderson stated that the City of Mesa proposes to advance the completion of the Gilbert Road to Higley segment of the Red Mountain Freeway to May 2003. This project is scheduled to be completed in May of 2005 under the current program. He said that the proposed plan to complete the MAG Regional Freeway System by 2007 shows that the project would be completed by May of 2004. With the proposal, Mesa would lend the Program the necessary funds to advance right-of-way, design and construction by 24 months to meet the May 2003 completion date. MAG has reviewed the proposal and compared it with the adopted Loan Policy and Guidelines and finds the proposal in conformance with the adopted guidelines. Chairman Fairbanks asked if there were any questions.

Stephen Cleveland moved, Pat McDermott seconded, and it was unanimously carried to recommend approval of the Mesa proposal to advance the completion of the Red Mountain Freeway from Gilbert Road to Higley Road to May 2003 contingent upon a finding of conformity.

15. Transportation Funding Guidelines - Local Match Rates

Chairman Fairbanks handed the gavel to Acting Chairman Stephen Cleveland during discussion of this agenda item.

Gary Brown, Chairman of the Transportation Review Committee (TRC) explained that the TRC decided that a more broad distribution of CMAQ funds would give smaller cities more opportunity to obtain funding for projects. The committee determined that if a higher match percentage were required to commit to a project as it got larger, this would free up funds for the smaller communities. He said that, according to the recommended match rates, the local match for a federally funded project selected for inclusion in the Transportation Improvement Program would be 5.7 percent for projects up to \$1 million, 20 percent for \$1-\$2 million projects, 25 percent for \$2-\$3 million projects, 30 percent for \$3 to \$4 million projects, and 35 percent for projects over \$4 million. Mr. Brown stated that the new rates would apply after FY 2000 and would not apply to projects in the existing FY 1999-2003 TIP, or MAG, ADOT and RPTA federally funded projects. Mr. Brown stated that the TRC will meet at the end of the month to formulate recommendations, then make recommendations to the Management Committee and Regional Council in March. He commented that MAG staff recommended a three year time period, but the TRC thought one year was appropriate for cities to work through. Acting Chairman Cleveland thanked Mr. Brown for his report and asked if there was any discussion.

Frank Fairbanks stated that this is an important issue that deals with the heart of MAG's philosophy of regionalism. He asked if this is a decision about being equals or is it each agency receiving what it can? Mr. Fairbanks stated that this proposition targets Phoenix. He remarked that the only criteria is size. Mr. Fairbanks stated that any project in Phoenix is a large project and the match rate translates to 80¢ per capita for any project. He stated that a \$290,000 project in Mesa, a \$73,000 project in Gilbert, and a \$14,000 project in Fountain Hills would have the same impact on each community as a \$1 million project does to Phoenix. Mr. Fairbanks stated that Phoenix has a low per capita income. He remarked that we can accomplish more as a group than as individuals and referred to the fair share transportation funding process as a good example. Mr. Fairbanks stated the same rules should apply to all. Acting Chairman Cleveland thanked Mr. Fairbanks for his comments.

Kent Cooper stated that he does not view the match rate guidelines as treating cities differently. Mr. Cooper stated that it is more difficult for smaller communities to come up with funds for projects. He remarked that the larger projects deplete funding, and smaller communities are unable to compete. Mr. Cooper commented that historically, most funds go to Phoenix simply because of the volume. He stated that for over a year the TRC discussed a better way to distribute matching funds. He indicated that the new match rates were determined not to single out larger cities, but as an attempt to place higher requirements on larger projects.

Acting Chairman Cleveland stated that all agree that we all need to share and benefit from resources available.

Mr. Bourey stated that this is an important decision. He expressed concern about changing rules in mid-process. He commented that the new match rates could be implemented later.

Martin Vanacour expressed his agreement with Mr. Fairbanks's comments.

Mr. Brown stated that he agreed that this decision is not against large cities and that the change in the rules is coming late. He commented that the goals of the new match rates are not only to distribute funds to smaller communities, but to clean up the air, since the funds used are CMAQ funds. He commented that the rating system benefits the region more than just spreading around money.

Mr. Fairbanks stated that the funds are bike, bus and air quality dollars. In previous years, all requested projects have been funded, with money left over. He stated that MAG asked for requests from communities for projects to use these funds or the money would be lost. Mr. Fairbanks stated that these funds are not oversubscribed and Phoenix has not made inappropriate requests.

Paul Nordin asked what can the Management Committee do to add value to this discussion? He commented that the committee has had a short opportunity to deal with this issue. It is inappropriate to "rubber stamp" the issue. He suggested that more consideration be given to this issue.

Bob Musselwhite stated that CMAQ funds should be spent on projects that improve air and congestion problems. He stated that he would request that his community's TRC representative vote to spend money in congestion and air quality problem areas.

Roger Klingler commented there is validity to this discussion. He stated that this is a question of how we can best work together as a region. Mr. Klingler commented that whatever is least disruptive as a region is best.

Pat McDermott stated that the issue has been overstated since the match rate change will affect projects only after FY 2000. He stated that he understands cities' concerns. Mr. McDermott stated that not many Phoenix projects will be impacted. He commented that the change requires cities with bigger projects to commit more money. If you look at the project list historically, no one city is not impacted.

Mr. Cooper said that a consistent standard is needed to apply to all communities. He indicated that this is about all communities receiving funding for their projects. The motive of the TRC was to come up with a fair mechanism to distribute funds, since there is significant competition for funding.

Mr. Brown stated that the TRC will meet again and discuss and compare the match rate system. Mike Hutchinson asked if the TRC recommendation could change. Mr. Brown replied that it is possible.

Mike Branham stated that there has been insufficient time to discuss this issue. He suggested the TRC discuss this issue again at their next meeting and come back to the Management Committee with their recommendations in order to ensure fairness.

Dennis Smith stated that this is about timing and unintended consequences. Mr. Smith stated that we worked together as a region to receive our fair share of transportation funding. He commented that one of the reasons we received the fair share was that Phoenix was instrumental in helping us. Mr. Smith commented that he is in favor of continued discussion of this issue by the TRC.

Ken Driggs stated that dialogue on this issue needs to be continued at another TRC or Management Committee meeting. He commented that there is a great deal of cooperation at MAG, resulting in many accomplishments. Mr. Driggs expressed appreciation for MAG's recommendations on transit projects.

There being no further discussion on this issue, Acting Chairman Cleveland handed the gavel back to Chairman Fairbanks.

There being no further business, the meeting was adjourned at 1:50 p.m.

Chairman

Secretary